

Role of the Cabin Safety Technical Specialist

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Cabin Safety Tech Specialist

- The technical specialist program was created in 1996.
- This technical specialist positions were created to provide technical experts in various disciplines to act as resources for the application of the regulations, policy and guidance in certification programs for the AIR community

Cabin Safety Tech Specialist

- NRS - research position, overall technical expert, generally not involved in day to day certification activity
- Directorate Standards Staff - responsible for regulations and policy, generally not involved in day-to-day certification activity

Cabin Safety Tech Specialist

- Technical Specialist -
 - Generally a half time position located in an ACO or MIDO
 - Directly involved in certification projects

Cabin Safety Tech Specialist

- Technical Specialist -
 - Acts as a resource to the service for how the regulations and policy are currently being applied on a day to day basis
 - Work with the NRS and Directorate Standards Staff in development, dissemination and application of policy and guidance

Cabin Safety Tech Specialist

- Technical Specialist -
 - Does NOT create policy and guidance!!

That remains in the purview of the Directorate Standards Staff

Cabin Safety Tech Specialist

- Current Technical Specialist

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The Young Technical Specialist



Coordination/Communication

Coordination/Communication

Nothing is so simple that it cannot be
misunderstood

Jr. Teague

Coordination/Communication

- Coordinate Early
 - The earlier the discussions begin, the more likely that issues will be identified in a timely manner so that they can be worked with a minimum impact to the schedule

Coordination/Communication

- Coordinate Often
 - Open communication throughout the running of a project will result in fewer surprises at the end

Coordination/Communication

- Both the Project ACO and the Certificate Management ACO may be involved with a project
 - It is recommended that the Certificate Management ACO be involved with projects as the certificate management ACO may have greater knowledge of technical/certification issues on the airplane

Coordination/Communication

- This contact is typically ACO to ACO, however DERs may be included in the discussions
- The Project ACO remains the DERs point of contact on any given project. Details of coordination should be discussed between the DER and the Project ACO

Coordination/Communication

- Be cognizant of all modifications taking place on the airplane and their interrelationship.

Coordination/Communication

- When multiple modifications are being completed on one airplane the following should be considered
 - Are any of the modifications dependent on each other?
 - Are the approvals covering all changes to the airplane?
 - If there appear to be gaps in the approval coverage the appropriate ACO(s) should be notified

Coordination/Communication

You are the eyes and ears for the FAA and we rely on you to assist us in ensuring that we have safe and compliant airplanes